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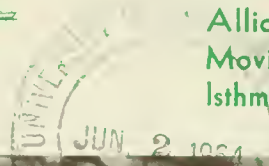
PANAMA CANAL



REVIEW

IN THIS ISSUE

Raking Canal Waters
Alliance For Progress
Moving Job: King Size
Isthmus Industry



Vol. 14, No. 2

SEPTEMBER 1963

Monumental Labor—A Monument To Labor

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ROBERT J. FLEMING, JR., Governor-President

DAVID S. PARKER, Lieutenant Governor

FRANK A. BALDWIN
Panama Canal Information Officer



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Power For Progress

MANPOWER AND BRAINPOWER of working men and women hold the key to our future as they have created the present from struggles, success, and failures of the past.

This is the message of Labor Day, which some of us paused to observe this week. First laws officially recognizing Labor Day date back nearly 80 years. The Labor Day message is a message of tribute to contributions to progress and security; of recognition of the need to dedicate ourselves to the effort to solve still pressing problems; to urge that we crystallize our thinking as to goals; to make certain of the validity of the goals.

With growth of power came recognition of labor's responsibility to serve not only the interests of the working force, but also to serve and protect national interests. This recognition has been made evident in many ways, among them expanded and expanding support of civic and national causes.

Social consciousness for social progress has helped knock down the barriers of geographical and social isolation, illiteracy, and lack of educational opportunities. Broad participation by labor in economic growth has helped cure these economic diseases. It has helped kill the seeds sown in the fertile soil of ignorance and poverty by cynical foes of the basic ideas and ideals of democracy.

It has been said that freedom will be lost the day we lose the ability to defend it. Labor has proven its strength and power for progress in both war and peace. It can prove them further in freedom's future.

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ON OUR COVER is a portion of the story of the Twentieth Century miracle of the building of the Panama Canal, one of the most gigantic projects on which a labor force ever was engaged. The scene shows the construction of part of Miraflores Locks, with attention centered on one of the huge culverts that gravity feeds the water to raise and lower ships transiting from ocean to ocean. This is part of one of the four main mural panels decorating the rotunda of the Administration Building. They have been a major Canal Zone attraction for years.

New Marine Director

NEWLY ABOARD as Marine Director of the Panama Canal is Capt. M. J. Prince, USN, below, who comes here from duty as commanding officer of the U.S.S. *Plymouth Rock*, a large landing ship, dock, amphibious type.

Prior to that command, for 3 years he was assistant division director of the Navy Command Systems Division, Office of the Chief of Naval Operations. His previous service record also lists command of a destroyer and other line and staff assignments in operations, intelligence, communications, gunnery, personnel, and training.

He was commissioned an ensign in the Naval Reserve in 1940 and his regular Navy commission is dated 1946. Captain Prince saw duty on the seaplane tender *Hulbert*, the battleship *Iowa*, and as commanding officer of an LST during World War II.

He holds the Commendation Medal with Combat "V" in addition to campaign ribbons, Victory Medal, and a European Occupation ribbon.

A native of Seattle, Wash., his official residence is California, and he has resided mainly in the San Diego, Calif., and Washington, D.C., areas. He attended school in Los Angeles and is a graduate of UCLA; later, while in the service, also attending the General Line Officer's School and Senior School of the Marine Corps at Quantico, Va.

Captain Prince succeeds Capt. Richard G. Jack, who was reassigned in July as commanding officer of the U.S. Naval Receiving Station at Brooklyn, N.Y.





Raking Canal Waters

CLEARING PANAMA CANAL waters isn't merely for the sake of appearance. Aquatic growth could become a threat to Canal traffic if not controlled. Large masses float out and get in locks operating valves. They could be sucked into the water intakes of transiting ships and plug condensers. The attractive water hyacinth, which in the past has caused about 80 percent of the problem, still is prevalent. Growth of aquatic grasses such as coontail, fanwort, and elodea grass, however, has been so rapid that these now account for approximately half the difficulty.

This is the business end of the rake system, 30 feet wide, 16 feet deep, and 10 feet across from the teeth, as it was being fabricated at Dredging Division. No, that man isn't holding it up. It was securely shored up with two 12 x 12-inch blocks. He's at work helping wire the heavy mesh screen to the rake framework.

The rake above, operated from a derrick barge, has been removing about 120 tons of aquatic grass daily from Canal waters. One type, a recent intruder, has a stem as much as 50 feet long and grows so dense small fish can't penetrate it to destroy culex and mansonias mosquito larvae which cling to it. When the rake was put to work, there was an estimated 4 million square feet of aquatic growth, some of it apparently moving into deeper waters.

A rakeful of "grass" ready to be unloaded into a scow. Some comes out roots and all. Loaded 1,000-cubic yard scows are taken through the locks out into the Pacific and dumped. The aquatic growth won't propagate in salt water and deteriorates rapidly. An estimated 10,600,000 floating and anchored aquatic plants were removed in fiscal year 1963 at a cost of \$67,500.



Alliance Boosts Panama's Accelerating Growth Rate



Farm to market road project in Cocle Province.

THE ALLIANCE for Progress is picking up momentum in Panama, where it contributed substantially to a healthy acceleration in the economic growth rate during the past year.

Panama's industrial production, foreign and domestic trade, and construction activities reached encouraging levels during the final quarter of 1962. Output of the major food crops was also larger than a year earlier, due to expansion in the area cultivated.

All indications are that the country's economic growth rate accelerated during the year, according to the U.S. Embassy in Panama City. Tentative estimates of Panama's aggregate 1962 output indicate that the gross national product amounted to approximately \$500 million at current prices, an increase of roughly 8.5 percent over 1961, and that per capita GNP was approximately \$445, a gain of about 5.5 percent.

One of the major contributing factors was the expanding public investment under the Alliance for Progress. Ten additional rural schools were completed during the fourth quarter, making a total of 19 built under the Community Aided Rural School Construction Program since its inception early in 1962.

Contracts had been awarded for 8 more school plants totaling 168 classrooms, representing an investment of about \$1.5 million.

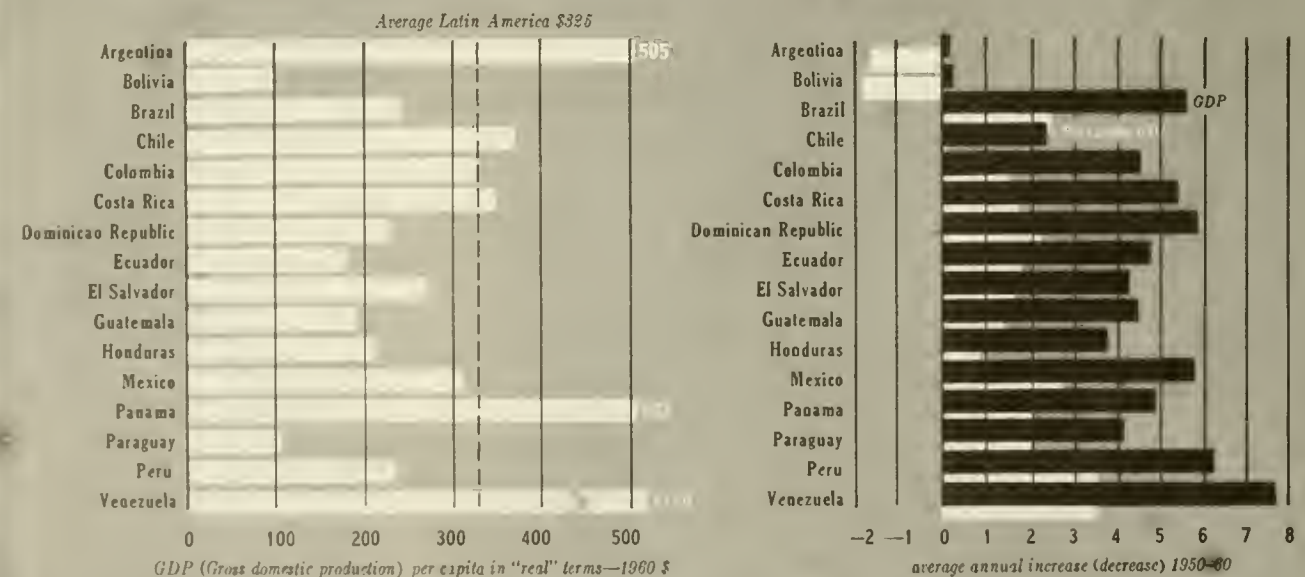
Five integrated health centers had also been contracted for by the end of 1962. Resource surveys were under way for hydroelectric power, minerals, forestry, and fisheries, and a study on the development of chemical industries is also being prepared.

Work was started on the construction of a terminal fish market which will include facilities for the refrigeration, storage, and processing of fish. It will service recently established fishing cooperatives in the commercially undeveloped Central Provinces area on the Gulf of Panama, which are jointly

This article is a condensation of one appearing in a recent issue of International Commerce, a publication of the U.S. Department of Commerce. Since it was published, as an additional factor in Panama's economy, U.S. Embassy reports indicate that expenditures in Panama originating in the Canal Zone amounted to \$82 million in calendar year 1962.

IN LATIN AMERICA THERE ARE BIG DIFFERENCES IN PER CAPITA INCOME . . .

AS WELL AS THE RATE OF GROWTH OF INCOME



Source: U.N., Economic Commission for Latin America, CMB

sponsored by AID, CARE, and the Pan-American National Agency for Economic Development (ANDE).

An outstanding 1962 accomplishment was the completion of 180 kilometers of farm-to-market roads, which will serve an estimated 10,000 rural people in previously isolated communities and should stimulate a transition from subsistence farming to small-scale commercial production.

During 1962 Panama negotiated external loans totaling \$20.2 million, the major share of which was unobligated at the end of the year and will be available to help finance economic and social development projects in 1963.

Other major factors in Panama's accelerated economic growth rate were a rising income from transactions in goods and services with the Canal Zone, as a pick-up in business activity in the Colon area due to an increase in the Colon Free Zone's trade, and the operation of the new \$30 million petroleum refinery, beginning in the second quarter of 1962.

The Colon Free Zone's trade, which slipped in the third quarter, rebounded to a record high in the fourth quarter. The total 1962 trade turnover reached an all-time peak of \$177.4 million. The favorable balance rose to \$35.7 million, an increase of \$4.6 million over the 1961 figure.

The value of building permits issued in Panama City dropped toward the end of the year, but the \$5.7 million total reported for the second half of 1962 was the highest second semester figure of any recent year. A large part of this gain was in permits issued to private firms and individuals. The shortage of mortgage money is being eased through the resumption of home mortgage lending by the Social Security Fund, resulting in good prospects for an increase in private residential construction in 1963.

Another development which holds promise of stimulating private construction was the enactment on January 31, 1963 of a law authorizing the establishment of an Institute of Insured Mortgages. Press reports indicate that it will provide for insuring business and professional construction up to \$500,000 and private housing up to \$10,000. They also indicate that a savings and loan association will form part of the organization.

To give more consideration to the new budget presented by the President last October 16, the fiscal year which formerly coincided with the calendar year, was changed. Law No. 47 of November 15, 1962, adopted a fiscal year which begins March 1. On

(See p. 11)

Demonstration of use of animal-drawn plow. Many campesinos now are using only sticks for plowing.



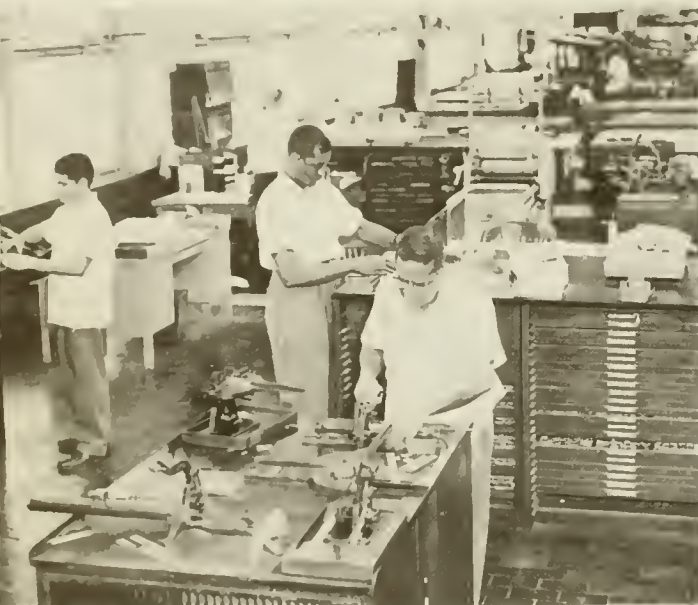
One of the many new school buildings constructed in the Republic of Panama with Alliance for Progress funds.

In an Alliance fishing cooperative organized in Panama, 70 fishermen in the villages El Farallón and El Higo are replacing their old equipment and establishing a new marketing system, with a \$40,000 refrigerated processing plant part of the package. At right is one of the old cayucos previously used.

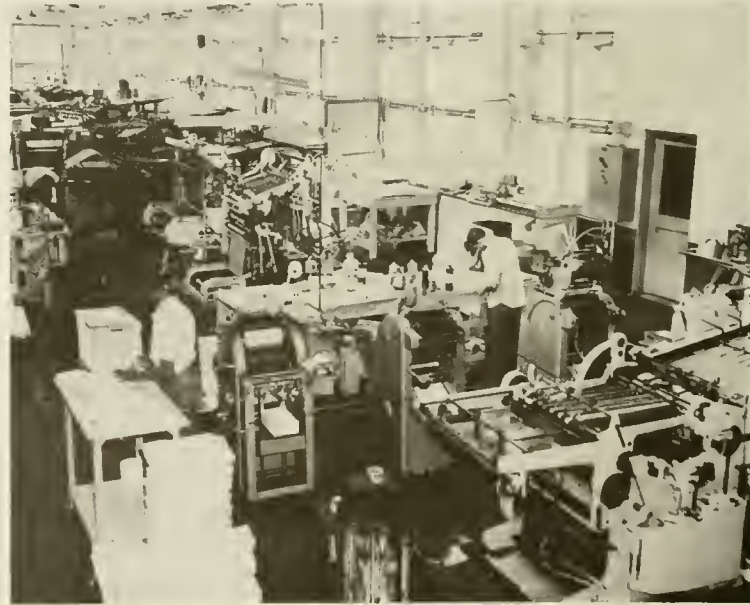




This view gives an idea of the size of the job ahead when the Printing Plant is moved across the Isthmus from Mount Hope to Building 911, La Boca, on the Pacific side starting next month.



The composing room. Here is where the type for all sorts of jobs is assembled, locked in forms, and prepared for printing on one of the presses.

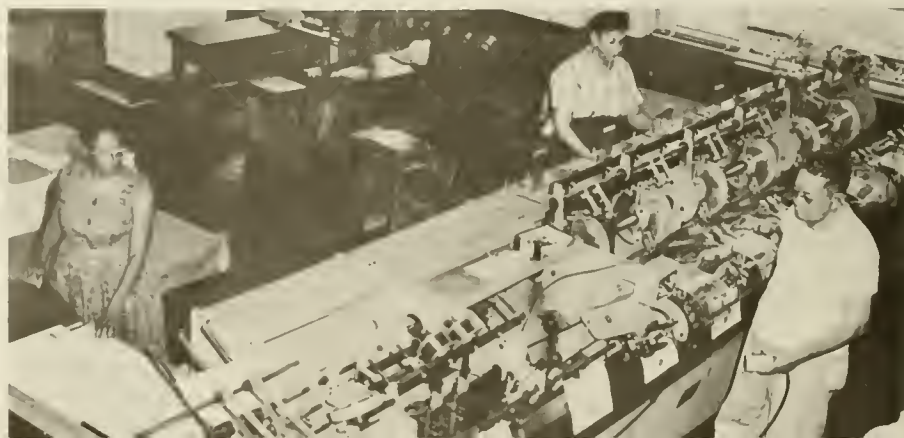


The pressroom, showing several of the 18 presses used for all types and sizes of work which require different technical treatment.

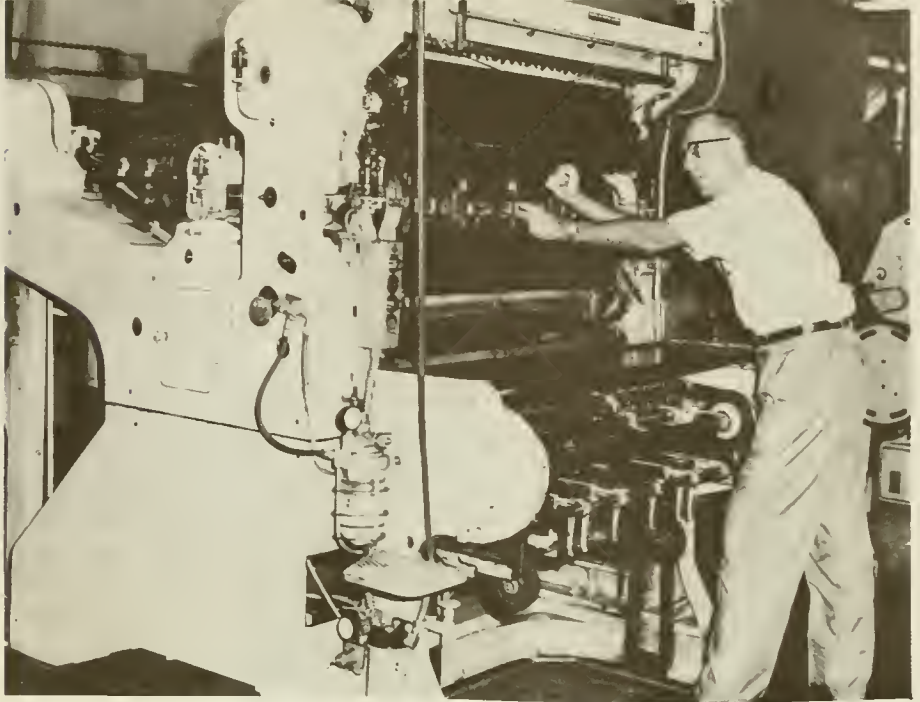
FOR PRINTING PLANT

Moving Days Coming Up

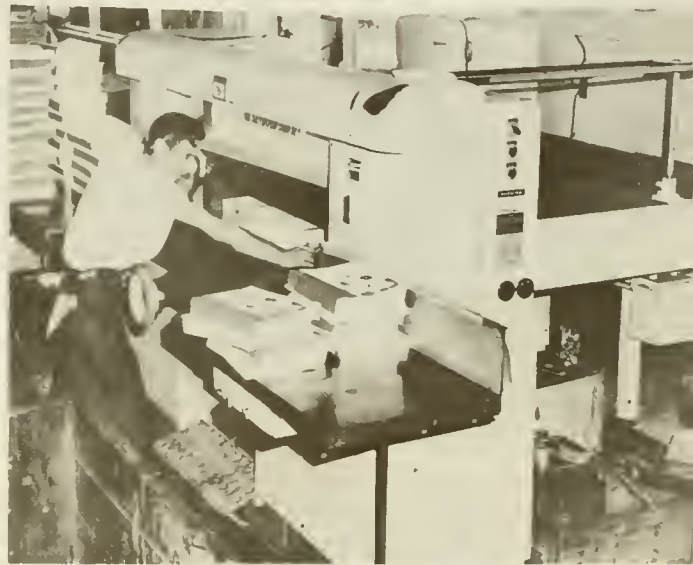
A collator-stitcher, one of the largest pieces of equipment to be moved into a new home in the former La Boca retail store. This machine places the previously printed and folded sheets in proper order on the conveyer, gathers, and stitches them into a finished pamphlet ready for trimming. The new Printing Plant quarters are being remodeled and converted at a cost of more than \$150,000, including air conditioning.



The big offset press at right prints The Panama Canal Review. Jack Purvis, press-room foreman, makes an adjustment. The task of moving huge pieces of equipment like this necessitated planning for a three-phase moving job expected to take in all about 6 weeks.

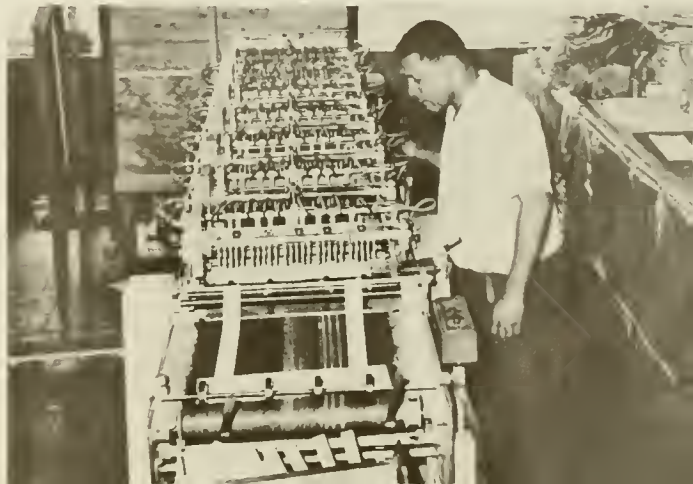


In the background below is a huge knife grinder to sharpen paper cutter blades. The machine in the foreground folds and slits pages of brochures and similar printing jobs. The Printing Plant will stay in business during the entire move, with parts of the work being done on both sides of the Isthmus at the same time.



A big power cutter edge-trimming copies of The Panama Canal Review. Mario Torres, cutter, mans the controls. Bases are being prepared, and electrical circuits readied, for all machinery to be put into place in the new location.

A collator-gluer, similar to the one at the bottom of the opposite page. This one, however, glues printed matter into pads. Donald LaBeach inspects adjustments. All the Printing Plant equipment will be moved by the Industrial Division via the Panama Railroad.





Night view of process area showing the crude furnace and distillation tower with the pilot flare stack in background. The furnace chimney stack in foreground is approximately 1½ times the height of the Panama Hilton Hotel.

Isthmus Industry

Original jungle, swamps and snake pits were cleared, filled hydraulically with coral to form a site for the process plant, storage tanks, shops, offices, and laboratories.



REFINERIA PANAMA'S plant on Las Minas Bay 5 miles east of Colon, built at an original cost of \$30 million, is the largest industrial installation in the Republic of Panama.

It also represents the largest foreign investment in industry in the Republic. The firm is owned by Continental Oil Co. and National Bulk Carriers. The refinery was officially dedicated by President Don Roberto F. Chiari on April 24, 1962.

Work was begun in September 1959 with the clearing and filling of a 200-acre site in Las Minas Bay, where the processing, storage, and port installations were erected. Six million cubic yards of material were dredged from the bottom of the bay to open a deep-water channel. The material was used to raise the refinery site about 10 feet above sea level.

Construction of the refinery itself began in September 1960.

More than 100 miles of steel pipe, more than 10,000 tons of steel, and more than 120,000 bags of Panamanian cement have gone into the plant.



Aerial view of the refinery. Tanker dock and barge loading dock are in foreground. To extreme left center is the dry cargo dock, Panama's first deep water pier. The 3½ million barrels of tank storage end to the right, out of the picture. The refinery proper is in the center and the pilot flare stack to the left.

One of the most spectacular installations is for storage. The tanks—among them four of the world's largest—have a total capacity of 3½ million barrels (1 barrel equals 42 gallons), of which a million barrels is in storage tanks built in the last few months.

The refinery's salt-water pumping installation for cooling purposes requires 53 million gallons of water daily, approximately the amount needed for transiting a ship from ocean to ocean through the Panama Canal.

The two steam turbine generators required to serve the refinery, each of 3,000 kilowatts, supply enough electric power for a city the size of Colon.

With construction of the refinery, Panama had its first deep-water cargo pier (28 feet) for ocean-going ships. The refinery operates its own deep water pier (40 feet) for super-tankers.

At the peak of construction activity, more than 1,300 workers, 95 percent of them Panamanians, were employed on the project. Refineria Panamá now employs 320 persons and the percentage of Panamanian personnel is above 86 percent, notwithstanding the technical nature of most operations.

This reflects a policy established by the company long before it started operations: training the largest possible number of Panamanians, with the ultimate



The refinery is highly automated. All process units are operated from a single control room. A semigraphic flow diagram is above the electronic units and in the foreground an operator is at the central control desk.

Super-tanker unloading crude across Refineria Panamá's dock at Las Minas Bay directly into storage tanks for later processing into various refined fuel oil products.



goal of operating a plant run by Panamanian personnel. Training has consisted of not only on-site instruction, but also of scholarship grants to enable personnel to become specialists in various phases of engineering.

Refineria Panamá has a processing capacity of 55,000 barrels of petroleum products per day—enough to supply the entire Republic of Panama, the Canal Zone, transiting ships, and leaving some for export. Products are tested for quality under exacting international standards in the refinery's own laboratory.

The products are: Gasoline of all octane ratings for automobiles, kerosene, jet aviation fuel, diesel oil for trucks, tractors and industrial motors, marine diesel fuel, asphalt and asphalt products, and liquified petroleum gas for domestic and commercial use.

The refinery operates two areas for bunkering ocean-going ships by barge, and also uses facilities available at the

refinery pier itself and at the Cristobal and Balboa piers. The bunkering area in the Atlantic is in Colon harbor, inside the Cristobal breakwater. The other is off Taboga Island, in the Pacific.

The fact that additions to storage facilities and plant improvements became necessary only 15 months after operations began is evidence of the wide acceptance of the refinery's products in Panama's market and the growing demand.

Since Refineria Panamá began operations, the prices of a number of petroleum products have decreased as a direct benefit to consumers in Panama.

The contribution of Refineria Panamá to the country's economy is felt not only in employment, but also in purchases by the firm from other Panamanian industries and commerce. And the large investment made is evidence of confidence in the future industrial development and economic stability of Panama.



K. H. Dunbar, president and chairman of the Board of Directors of Refineria Panamá.



PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between July 5 and August 5 (within-grade promotions and job reclassifications are not listed):

CIVIL AFFAIRS BUREAU

Postal Division

Walter C. Reed, Clerk, Railroad Division, to Distribution Clerk, Substitute.
Stanford Levy, Jr., Apprentice (Painter, 3d Year), Maintenance Division, to Distribution Clerk, Substitute.
Ashton A. Brown, Jr., Laborer (Cleaner), Maintenance Division, to Window Clerk, Substitute.
Alfredo T. Brooks, Waiter, Supply Division, to Distribution Clerk, Substitute.

ENGINEERING AND CONSTRUCTION BUREAU

Joanne L. Allen, Geologist (General) to Geologist (Engineering).
Simeon Blake, Louis A. Browne, Juan Melony, Navigational Aid Worker, to Maintenance (Distribution Systems).

Electrical Division

George H. Egger, Jr., Electrician, to Test Operator-Foreman (Electrical-Power System).
Arlington A. Petro, Clerk, Navigation Division, to Apprentice (Electrician, 1st Year).
Winston H. Forde, Surveying Aid, to Apprentice (Electrician-Telephone, 1st Year).

Maintenance Division

Carl L. Simons, Lead Foreman (Public Works Road Paving), to Lead Foreman (Public Works Road Construction).
Norman H. Pedersen, Jr., Apprentice (Sheetmetal Worker, 4th Year), to Sheetmetal Worker.
Harold M. Meyer, Apprentice (Plumber, 4th Year), to Plumber.
Joseph L. Cicero, Apprentice (Plumber, 4th Year), to Pipefitter.
Ricardo Chen, Apprentice (Welder, 4th Year), to Welder.
Cecil G. Callender, Clerk-Typist to Clerk.
Winfield Ford, Timekeeper to Clerk.
Gilbert Myers, Clerk to Procurement Clerk.
Rupert V. Arthur, Leader Asphalt or Cement Worker to Lead Foreman (Public Works Road Paving).
Esteban Justavino, Laborer (Heavy) to Helper Welder.
Joaquin E. Triana, Laborer (Cleaner), Supply Division, to Laborer.

HEALTH BUREAU

Jack E. Van Hoose, Housing Project Assistant, Office of Chief, Community Services Division, to Graduate Intern (Administrative Services), Office of the Director.

Gorgas Hospital

Clotilde Benavides, Staff Nurse (Medicine and Surgery), to Staff Nurse (Surgery).
Mary M. Quigley, Staff Nurse to Staff Nurse (Medicine and Surgery).
Dr. Edward W. Healey, Hospital Resident, 2d Year, to Hospital Resident, 3d Year.

Carmen Ho, Clerk (Stenographer), Coco Solo Hospital, to Clerk-Dictating Machine Transcriber.

Howard A. Thompson, Office Machine Operator to Clerk.

Coco Solo Hospital

Nicolas D. Bishop, Counterman, Supply Division, to Messenger.
Simeon N. Senior, Laborer (Cleaner), Division of Schools, to Laborer.

Corozal Hospital

Joan W. Thompson, Staff Nurse (Pediatrics), Gorgas Hospital, to Head Nurse (Psychiatry).
Rosaura Cardoze, Clinical Social Worker to Supervisory Clinical Social Worker.

MARINE BUREAU

Navigation Division

William E. Weigle, Jr., Marine Traffic Controller to Supervisory Marine Traffic Controller.
Herbert S. Driscoll, James H. Hagan, General Foreman (Docking and Undocking) to General Foreman (Harbor) (Assistant Harbormaster).

Industrial Division

Burton E. Davis, General Engineer (Plant Engineer, Plant Branch) to Supervisory General Engineer (Plant).
Raul A. Swalm, Apprentice (Shipfitter, 4th Year) to Shipfitter.
Rodolfo C. Soley, Seaman, Dredging Division, to Apprentice (Sheetmetal Worker, 1st Year).

Locks Division

Leslie W. Croft, Control House Operator to General Foreman (Lock Operations).
Oliver H. Hendrickson, Lead Foreman (Lock Operations) to General Foreman (Lock Operations).
Lloyd M. Smith, Leader Lock Operator (Electrician) to Control House Operator.
Woodrow W. Rowland, Lock Operator (Electrician) to Leader Lock Operator (Electrician).
Richard N. Phillips, Apprentice (Machinist, 4th Year) to Machinist.
Robert L. Webb, Machinist to Lock Operator (Machinist).
Roswell D. Boston, Jr., Electrician to Lock Operator (Electrician).
Hubert J. Jordan, Apprentice (Electrician, 3d Year) from Electrical Division.
Cornelio Trotman, Helper Lock Operator to Painter.
Antonio Castro, Painter (Maintenance) to Painter.
Arnold South, Helper Lock Operator to Leader Maintenance (Rope and Wire Cable).
Jerome E. Steiner, Jr., Distribution Clerk, Substitute, Postal Division, to Apprentice (Electrician, 1st Year).
Joseph D. Powlett, Carpenter (Maintenance) to Maintenance.
James E. Scott, Helper Lock Operator to Maintenance.
Leonardo A. Illueca, Helper Lock Operator to Painter (Maintenance).
Cesario Rujano, Seaman (Launch), Dredging Division, to Linchandler.

Claude C. Jesse, Oiler (Floating Plant), Dredging Division, to Linehandler.

Clement A. Griffiths, Arnott B. Julien, Samuel Walker, Linehandler to Helper Lock Operator.

Basilio Acosta, José Córdoba, Alfred Hall, Fireman (Floating Plant), Dredging Division, to Linehandler.

OFFICE OF THE COMPTROLLER

Duane A. Rigby, Accountant, to Cost Accountant, Accounting Division.

SUPPLY AND COMMUNITY SERVICE BUREAU

Jesús M. Mena, Field Tractor Operator, to Lead Foreman (Grounds), Community Services Division.

Supply Division

Joseph B. Burgoon, Laundry and Dry Cleaning Plant Superintendent (Laundry Manager) to Laundry and Dry Cleaning Plant Manager.
Frank E. Day, Assistant Commissary Store Manager to Laundry and Dry Cleaning Plant Superintendent.
Norma E. Hamilton, Secretary (Stenography), Office of the Director, to Administrative Assistant, Office of General Manager.
Alfred A. Cox, Guest House Clerk to Guest House Assistant.
Hilda F. Mootoo, Clerk-Typist to Teller (Typing).
Bernice C. Barnett, Grocery Attendant to Sales Clerk.
Mildred Z. Johnson, Clerk to Sales Checker.
Edna L. Tipton, Clerk-Typist, from Division of Preventive Medicine and Quarantine.
Kermit Pusey, Assistant Cook to Cook.
Nicomedes Fría, Messenger to Storekeeping Clerk.
Ignacio Góndola, Garbage Collector, Community Services Division, to Truck Driver.
Wilfort B. Gordon, Duncan S. Williams, Jr., Laborer (Heavy) to Warehouseman.
Ralph H. Worme, Laborer to Milk Plant Worker.
Vivian E. Brooks, Laundry Worker (Heavy) to Extractor and Tumblerman.
Gilberto Anaya, Railroad Trackman, Terminals Division, to Laborer (Heavy).
Llewellyn J. Bowen, Package Boy to Laborer.
Rubén Olmos, Foods Service Worker to Utility Worker.

TRANSPORTATION AND TERMINALS BUREAU

Terminals Division

William D. McArthur, Leader Liquid Fuels Wharfman to Liquid Fuels Dispatcher.
Leyton B. Ellis, Pablo Galván, Medardo Ovalle, Enrique Pichón, Albert M. Rowe, Dock Worker to Stevedore.
George M. Ottey, Milk Plant Worker, Supply Division, to Cargo Marker.
Percival McLenan, Laborer, Maintenance Division, to Stevedore.
George C. Clarke, Alfred F. Madeam,

Hugo Salazar, Arnold C. Sandiford, Utility Worker, Supply Division, to Cargo Marker.

Motor Transportation Division

Minnie B. Burton, Clerk-Stenographer, Office of Director, Engineering and Construction Bureau, to Clerical Assistant (Stenography).

Ivan E. Haywood, Motor Vehicle Dispatcher to Supervisory Motor Vehicle Dispatcher.

Albert D. Lord, School Bus Driver to Motor Vehicle Dispatcher.

Courtney E. Jarvis, Apprentice (Automotive Mechanic, 3d Year) to Automotive Mechanic.

Lorenzo Barrera, Linehandler (Deckhan), Navigation Division, to Truck Driver.

Joseph Lancelot, Utility Worker, Supply Division, to Truck Driver.

Thomas L. J. Rowe, Waiter, Supply Division, to Automotive Equipment Serviceman.

Railroad Division

Calvin M. Landrum, Lead Foreman (Railroad Track) to Lead Foreman (Railroad Yard).

OTHER PROMOTIONS which did not involve changes of title:

James P. MacLaren, Supervisory Sanitary Engineer (Chief, Division of Sanitation) Health Bureau.

Roscoe M. Collins, Raymond R. Will, Chief Foreman (Harbor) (Harbormaster) Navigation Division.

Ralph L. Stinson, Jr., Digital Computer Systems Analyst, Accounting Policies and Procedures Staff.

Robert L. Siedle, Clinical Social Worker, Corozal Hospital.

Gilbert M. Smith, Accountant, Accounting Division.

Louis E. Egea, Construction Inspector (General), Contract and Inspection Division.

Jacob C. Baker, James A. Jones, Joseph A. Maganini, Admeasurer, Navigation Division.

María del C. Hernández, Secretary (Stenography), Office of Governor-President.

Margaret L. Canavaggio, Cargo Claims Clerk, Terminals Division.

Thelma M. Sasso, Clerk-Stenographer, Maintenance Division.

Julio Aponte, Jr., Cafeteria Manager, Supply Division.

Margaret F. Evans, Accounts Maintenance Clerk (Stenography), Office of the Director, Engineering and Construction Bureau.

Herman J. Feurtado, Supervisory Timekeeper, Terminals Division.

Ovid A. Laurie, Clerk, Community Services Division.

Cristobal A. Buddle, Nicholas J. Ford, Clayton F. Osborne, Guard, Terminals Division.

Epifanio Zamora, Grounds Maintenance Equipment Operator, Community Services Division.

Carlyle S. Babb, Clerk (Work Orders), Maintenance Division.

Ashton Brooks, Arnoldo A. Young, Bookkeeping Machine Operator, Accounting Division.

Diamantina E. Davis, Card Punch Operator, Accounting Division.

Myrtle O. Campbell, Edith C. Harper, Leonora C. John, Sales Clerk, Supply Division.

Dawson Jolley, Storekeeping Clerk, Supply Division.



The self-help housing program in Panama envisages a total of 540 homes in the suburbs of Panama City and the interior. A total of \$600,000 has been allocated for this program. Future tenant-owners provide the labor and some of the materials, while the Panama government provides the land.

Alliance Boosts Panama's Growth Rate (Continued from p. 5)

January 30 the National Assembly approved an ordinary budget of \$77.3 million for the fiscal year, a \$10.5 million increase over 1962. Receipts for 1962 totaled \$67.9 million, an increase of \$5.8 million over 1961. Indications are that the 1962 budget was more nearly in balance than in most recent years, when sizeable deficits were incurred. The 1963 budget, however, is expected to have a deficit of approximately \$3 million.

The only general tax change approved by the National Assembly during the last session involved a surtax of 1 percent on all imports. This measure is designed to supplement Government revenues and keep the deficit as low as possible.

Banana exports were off sharply in the fourth quarter, reflecting the after-effects of the third quarter blowdowns. A part of this decline also was due to the December shipment stoppage resulting from the dock strike in the United States.

Fourth quarter shrimp exports, though down seasonally, are estimated at \$2 million, bringing the yearly total to an estimated record high of approximately \$8 million, an increase of more than one-third over 1961.

Incomplete trade figures indicate that during the first quarter of 1962, the United States took close to 90 percent of Panama's exports and supplied slightly less than 50 percent of its imports.

Roughly 13 percent of the Free Zone's outgoing shipments in 1962 represented deliveries to Panama, which totaled \$14.1 million, or \$2.9 million more than in 1961.

In response to an invitation to join

the Central American integration movement, Panama has expressed a desire for closer economic association with members of the Organization of Central American States (OCAS) but says that it is not yet in a position to take a decision on full membership. It has been implied that Panama will carefully evaluate the effects that membership could have on her international relations and economic structure, which is based on the country's situation as a place of international transit.

Although moderate increases in rice and corn production appear likely due to increased plantings, agriculture is lagging behind other sectors of the economy. This has been attributed to continuing relatively low yields of both rice and corn, and the general lack of progress in raising agricultural productivity.

The coffee situation also deteriorated in 1962, with the new crop estimated to be at least 25 percent smaller than 1961. One improvement has been in beef cattle production, which has risen in both quantity and quality.

Although Panama's imports seem likely to increase more than exports, the general outlook for 1963 holds promise of a further rise in Panama's economic growth rate.

A large increase in public works is planned, utilizing funds now available from grants and loans previously negotiated under the Alliance for Progress and receipts from the sale of newly authorized bond issues by the Government of Panama. Prospects also are favorable for expansion of private construction. The \$9 million loan which the Government of Panama negotiated with private American investors in December reportedly will be used to stimulate private investment in construction and industry.

CANAL HISTORY

50 Years Ago

CONSTRUCTION of temporary wing dams was approved to curb erosion taking place on the shore of Limon Bay immediately to the west of the west channel. A considerable section of the shore had worn away. Studies of effects of the temporary dams were planned to determine whether permanent structure would be needed.

An official circular extended the territory within which hunting was permitted to include all the area in the Zone west of the Canal between the Atlantic Ocean and the Mandingo River. Hunting of birds remained prohibited by Executive order pending issuance of regulations.

An Executive order declared it to be unlawful for any person to operate an "aeroplane, balloon, or flying machine of any kind" in or across the Canal Zone without authority from the Chief Executive of the Canal Zone.

10 Years Ago

THE MONTH of August went down on the records as one of the hottest. Temperatures on the Pacific side reached 92 on 3 days before mid-month. The long weather record for Balboa Heights showed that an August day with a temperature that high occurred only about once every 3 years.

Plans were announced for reorganization to make the Industrial Bureau a division of the Marine Bureau and to transfer the Dredging Division from the Marine Bureau to the Engineering and Construction Bureau.

Assignments were made to the 20 one-family houses on Empire Street in Balboa, and residents of Ridge Road, Balboa Heights, and 20 additional four-family houses in Balboa Flats were notified that those areas were to be cleared for new quarters construction.

One Year Ago

GOVERNOR FLEMING addressed a group at the Pedro Miguel townsite for the dedication of the streets of Jamaica, Trinidad, and Tobago, named in honor of the newly-independent West Indian nations.

Canal Zone Police Lodge No. 1798, American Federation of Government Employees, was the first employee organization granted formal recognition by the Panama Canal organization under the new Employee-Management Corporation program.

The *Reina Manuelita I*, a Panama Canal tourist launch, was officially christened by Panama's first official Carnival Queen for whom the craft is named: Doña Manuelita Vallarino de Morrice.

25 Years Ago

PRESIDENT Franklin D. Roosevelt arrived at Balboa August 4 aboard the U.S. *Houston*. In press conferences he said he felt the good neighbor policy was working out very well and found things in the Canal Zone "running awfully well."

During an informal interview later, the President said a vast roadbuilding program here would be recommended to Congress as a Canal defense measure.

An outline of plans being considered for increasing Canal capacity included construction of a third set of locks, 1,200 by 125 feet, and raising the level of Gatun Lake 5 feet or so to permit transiting ships of deeper draft.

RETIREMENTS

EMPLOYEES who retired in July, with their positions at time of retirement and years of Canal service:

James J. Belcourt, Lead Foreman (Railroad Yard), Railroad Division, Pacific Side; 19 years, 3 months, 14 days.

George A. Bennard, Helper, Locomotive Engineer, Railroad Division, Atlantic Side; 22 years, 5 months, 28 days.

William Black, Maintenance Superintendent, Locks Division, Pacific Side; 34 years, 7 months, 10 days.

Lionel Brown, Deckhand, Navigation Division, Pacific Side; 20 years, 7 months, 12 days.

James F. Dougherty, Associate Supervisory Inspector, Railroad Division, Atlantic Side; 31 years, 11 months, 22 days.

Allen R. Flinn, Leader Lock Operator (Electrician), Locks Division, Atlantic Side; 22 years, 5 months, 12 days.

Clarence A. Greene, Control House Operator, Locks Division, Atlantic Side; 25 years, 6 months, 21 days.

Bellcel A. Harris, Dock Worker, Terminals Division, Atlantic Side; 4 years, 10 months, 24 days.

William C. Hoelzle, Police Private, Police Division, Pacific Side; 22 years, 5 months, 22 days.

Mrs. Borghild H. Misenheimer, Teacher, Junior High, U.S. Schools, Schools Division, Pacific Side; 26 years, 4 months, 7 days.

Milton L. Nash, General Foreman, Lock Operations, Locks Division, Atlantic Side; 28 years, 9 months, 8 days.

Joseph J. Paul, Lead Foreman Stevedore (Dock), Terminals Division, Atlantic Side; 40 years, 5 months, 12 days.

Arthur B. Rigby, Locomotive Engineer, Yard and Road, Railroad Division, Pacific Side; 15 years, 1 month, 18 days.

Mrs. Carol G. Rigby, Accounting Clerk, Electrical Division, Pacific Side; 18 years, 4 months, 22 days.

Luis A. Rodriguez, Leader Maintenance-man (Rope and Wire Cable), Locks Division, Pacific Side; 34 years, 6 months, 2 days.

Mahnga Singh, Stevedore, Terminals Division, Atlantic Side; 33 years, 1 month, 27 days.

Subert Turbyfill, Instructor, Schools Division, Pacific Side; 29 years, 7 months, 16 days.

Walter J. Wilkinson, Water System Controlman, Maintenance Division, Atlantic Side; 21 years, 10 months, 22 days.

Leonard Wolford, Supervisory Marine Traffic Controller, Port Captain's Office, Pacific Side; 23 years, 9 months, 5 days.

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR

JULY



CASES

'63 231 '62 206



CASES

'63 14 '62 12



DAYS
ABSENT

'63 148 '62 121

ALL UNITS

YEAR TO DATE 1729 36 1742 115(9) 72 15395 998 7667

() Locks Overhaul Injuries Included In total.

ANNIVERSARIES

(On the basis of total Federal Service)

MARINE BUREAU

Fred A. Newhard
General Foreman (Locks
Operations)

SUPPLY AND COMMUNITY SERVICE BUREAU

Ernest Williams
Storekeeping Clerk

TRANSPORTATION AND TERMINALS BUREAU

Egbert A. Williams
Helper Locomotive
Engineer

CIVIL AFFAIRS BUREAU

Bernhard I. Everson
Civil Affairs Director

ENGINEERING AND CONSTRUCTION BUREAU

Nita B. Hartman
Supervisory Administrative
Assistant
Bertie E. Allen
Wharfbuilder
Joseph Granger
Painter
Catalino Tuñón
Blaster

MARINE BUREAU

Yane Leves
Towing Locomotive
Operator
Wilfred H. Anderson
Painter

SUPPLY AND COMMUNITY SERVICES BUREAU

Carlton A. Mason
Timekeeper
Charles A. Thomas
Utility Worker
Dudley H. Trotman
Service Station Attendant

TRANSPORTATION AND TERMINALS BUREAU

Gerald L. Neal
Conductor, Yard
Cliff Sanders
Inspector (carman, wood,
and steel)
Harvey L. Jones
School Bus Driver

CIVIL AFFAIRS BUREAU

Edward C. Blount
Police Private
Clara Kelsay
Window Clerk
Margaret V. Whitman
Instructor (College)
Earl W. Wrenn
Fire Sergeant, Class 3

ENGINEERING AND CONSTRUCTION BUREAU

Lloyd M. Kent
Master, Towboat
Ewald A. Wiberg, Jr.
Electronics Mechanic
Eugenio Arauz
Sandblaster
Alfred W. Browne, Jr.
Oiler (Floating Plant)
Richard A. Lindo
Helper (General)
Pastor Marcelino
Helper Refrigeration and
Air Conditioning
Mechanic
Alberto McKenzie
Oiler (Floating Plant)
Maxwell S. Morgan
Stockman
Martin G. Naar
Helper Plumber
Joaquín M. Ponce
Engineering Draftsman
(Electrical)
Edmond Smith
Leader Seaman
Luther B. Ward
Seaman

HEALTH BUREAU

Flora R. Hack
Staff Nurse (Medicine
and Surgery)
Amy I. Andrew
General Supply Clerk
José D. Barrios
Ward Service Aid
Enrique Domínguez
Diet Cook
Alfonso Dutary
Laborer (Heavy, Pest
Control)
Clinton J. Everett
Ward Service Aid
Eugenio Hernández
Hospital Attendant
Vincent H. King
Chauffeur
Lloyd B. McCoy
Nursing Assistant (Medicine
and Surgery)
José A. Ramírez
Food Service Worker
Julían Rodríguez
Assistant Cook
Tomás Rodríguez
Boatman
Gerónimo Rodríguez
Laborer (Heavy, Pest
Control)

MARINE BUREAU

Maurice F. Dunn
Master, Towboat
Hubert Hart
Towing Locomotive
Operator
Warren E. Ledoux
Lock Operator (Rigger)
George Bell
Linehandler (Deckhand)
Oliver H. Brathwaite
Helper Lock Operator
Hubert E. Brown
Truck Driver
José Cerda
Helper Lock Operator
Juan B. Gochez
Linehandler

José R. González
Linehandler (Deckhand)
Emiliano Hall
Painter (Maintenance)
Osbourne Hoy
Seaman
Henry Madeam
Motor Launch Captain
Hubert L. Marie Rose
Linehandler (Deckhand)
Wilfred McQueen
Helper Lock Operator
Joel A. Prince
Launch Dispatcher
Leroy Springer C.
Seaman
Daniel C. Thompson
Linehandler (Deckhand)
Roy M. Wheatle
Leader Seaman
Ervin W. White
Linehandler (Deckhand)
Desmond Williams
Toolroom Attendant

OFFICE OF THE COMPTROLLER

Edward H. Appin
Time Leave and Payroll
Clerk

SUPPLY AND COMMUNITY SERVICES BUREAU

William D. McGowin
Commissary Store
Department Manager
(Supermarket)
José A. Arias
Lead Foreman
Eugene Burrell
Sales Checker

Ophelia M. Burrowes
Sales Checker (Retail
Store)
David L. Donaldson
Grounds Maintenance
Equipment Operator
Egbert N. Francis
Warehouseman
Aura García
Presser (Garment)
Jacinto Jaramillo
Laborer (Cleaner)
Dorothy E. McDonald
Sales Clerk
Alejandro Ruiz
Crane Hookman
Stanley V. Waterman
Lead Foreman (Grounds)
Ethel C. Yearwood
Clerk-Typist

TRANSPORTATION AND TERMINALS BUREAU

Luis De Gracia
Railroad Trackman
George H. Long
Stevedore
Oliver Maxwell
School Bus Driver
José F. Quinónez
Clerk
Matthew E. Scott
Truck Driver
Edward G. Thomas
Leader Stevedore (Dock)
Rupert A. Vaughn
Truck Driver (Heavy)
Asiselo Zambrano A.
Linehandler

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

(Fiscal Years)

Month	Transits			Gross Tolls * (In thousands of dollars)		
	1963	1962	Avg. No. Transits 1951-55	1963	1962	Average Tolls 1951-55
July 1962	978	931	557	\$4,980	\$4,776	\$2,432
August	950	934	554	4,926	4,749	2,403
September	909	892	570	4,617	4,523	2,431
October	882	935	607	4,411	4,646	2,559
November	924	891	568	4,684	4,443	2,361
December	947	938	599	4,983	4,870	2,545
January 1963	769	917	580	3,871	4,735	2,444
February	841	841	559	4,313	4,388	2,349
March	991	980	632	5,084	5,098	2,657
April	919	942	608	4,761	4,961	2,588
May	988	984	629	4,991	5,122	2,672
June	919	964	599	4,747	4,979	2,528
Total for Fiscal year	11,017	11,149	7,062	\$56,368	\$57,290	\$29,969

* Before deduction of any operating expenses.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into eight main trade routes:

	Fiscal Year 1963		
	1963	1962	Avg. No. Transits 1951-55
United States intercoastal	384	468	656
East coast of United States and South America	2,339	2,419	1,716
East coast of United States and Central America	485	368	508
East coast of United States and Far East	2,049	2,404	1,028
United States/Canada east coast and Australasia	316	276	204
Europe and west coast of United States/Canada	945	911	702
Europe and South America	1,260	1,140	474
Europe and Australasia	388	409	341
All other routes	2,851	2,754	1,432
Total traffic	11,017	11,149	7,061

CANAL COMMERCIAL TRAFFIC BY NATIONALITY

Nationality	Fiscal Year 1963					
	1963		1962		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
Belgian	47	120,779	50	168,559	6	8,086
British (& Can.)	1,309	8,051,828	1,276	8,433,971	1,209	7,376,805
Chilean	124	766,800	124	873,898	60	307,398
Chinese	83	570,535	83	632,035	25	194,403
Colombian	236	359,721	269	445,870	146	167,759
Danish	308	1,542,625	314	1,633,093	240	904,561
Ecuadorean	55	40,173	47	47,796	141	91,373
French	118	718,913	132	948,314	130	575,637
German	1,095	3,535,540	1,094	3,315,855	192	434,847
Greek	603	5,752,927	771	7,338,271	110	943,600
Honduran	219	149,695	83	117,075	399	514,150
Israeli	85	197,677	69	307,336		
Italian	168	857,769	220	1,439,806	134	712,038
Japanese	846	4,848,858	844	4,712,900	263	1,742,551
Lebanese	23	175,632	25	190,583		
Liberian	833	7,115,414	848	7,289,510	174	1,083,735
Netherlands	692	2,947,898	558	2,904,548	120	595,178
Nicaraguan	60	77,959	18	32,522	21	19,465
Norwegian	1,441	9,956,686	1,491	11,111,031	791	3,221,592
Panamanian	464	1,907,158	393	1,826,034	436	2,415,123
Peruvian	76	355,802	126	568,476	22	46,665
Philippine	67	225,808	70	317,484	24	137,745
Swedish	364	2,124,252	339	1,852,480	186	754,127
United States	1,593	9,182,392	1,783	10,350,852	2,122	13,215,379
All others	108	664,253	122	666,253	111	441,833
Total	11,017	62,247,094	11,149	67,524,552	7,062	35,904,050

Another New Customer

ANOTHER of the Canal's new customers is the *Meijiyusan Maru*, Japanese cargo ship, which transited the end of last month en route from New Orleans and Houston to Japan.

The ship, which makes the round trip from the States to Japan through the Panama Canal in about 3 months, is a 483-foot general cargo vessel with a gross tonnage of 8,688. She is handled locally by the United Fruit Co.

Rate Changes Due

SLIGHT INCREASES will be made in tug, deckhand, and pilotage rates to Canal users, effective October 1, due to increased costs to the Panama Canal for labor, material, and contractual services. Notice of the increased tariff for certain Canal services to shipping was sent to Canal customers in July.

Tug hire will increase from \$80 to \$85 per hour for large tug of not more than 1,500 horsepower. Large tugs of 1,500 horsepower or more will increase from \$80 to \$95 per hour. Fixed rates for docking, assisting at the Locks, and in Gaillard Cut will be increased correspondingly.

Harbor pilotage rates will continue to be based on the using vessel's maximum draft. New rates will be:

Up to and including

14 feet	\$3.75 per foot
15 feet to 19 feet	\$4.25 per foot
20 feet to 24 feet	\$5.00 per foot
25 feet to 29 feet	\$5.50 per foot
30 feet and over	\$6.25 per foot

Rates for deckhands placed aboard transiting vessels to assist in handling towing locomotive cables at the Locks have been increased to \$130 for a 9-man gang, \$195 for a 13-man gang, and \$255 for a 17-man gang.

Because of higher labor costs, the Terminals Division rates for services to shipping also are to be increased effective October 1, and memoranda with the new rates have been sent to all steamship agents.

The basic rates will be increased as follows, with specific commodity rates to be increased proportionately:

	Present Rate	New Rate
Stevedoring, general, per ton	\$1.00	\$1.15
Handling, general, per ton	2.60	2.85
Handling autos (5 tons or less)	12.00	13.00
Handling autos (more than 5 tons)	30.00	33.00
Transferring general, per ton	3.30	3.65
Rehandling, per ton	2.60	2.85
Constructive handling, per ton	2.60	2.85

Ketch On World Cruise

AROUND THE WORLD in a 42-foot ketch, *Kismet*, is the objective of two U.S. couples. Mr. and Mrs. Kenneth Wunderlich and Mr. and Mrs. James Wales plan a 2-to-3-year around the world sail from Boston, through the Panama Canal, across the Pacific, up through the Suez Canal, up the Rhine and Rhone Rivers in France, and back across the Atlantic to Scituate Harbor.

Hardly a spur-of-the-moment venture, the two couples have been planning the trip for almost 5 years.

The *Kismet*, which sailed last month from Chesapeake Bay, has a pointed stern, which means she can take rough seas with a minimum of pounding, is equipped with an inboard engine, a fathometer, a ship-to-shore radio and radio direction finder. Principal means of navigation, the couples say, will be celestial.

On starting their world trip, and heading for the Panama Canal, the couples estimated costs at \$1,500 a year per couple. Most of that, they figure, will go into maintenance, for they plan, every few months, to haul out, scrape and repaint the bottom of the vessel.

4th Santa Launched

A NEW Canal Customer and another ship in the American merchant fleet was launched at Sparrow's Point, Md., when the *Santa Mercedes*, fourth of the Grace Line's 20,000-ton cargo-passenger liners, went down the ways in the Bethlehem Steel Co.'s shipyard.

Like her sister ships, the *Santa Magdalena* and *Santa Mariana*, now in service, and the *Santa Maria*, scheduled to enter service this fall, the *Santa Mercedes* will sail in Grace Line's route from New York to the Caribbean, transit the Panama Canal, and visit the Pacific coast of South America.

The *Santa Magdalena* transited just a week ago on her return voyage after visiting Buenaventura, Colombia, and Guayaquil, Ecuador. The *Santa Mariana* transited August 24 on her return voyage to New York.

The *Santa Maria*, dedicated to the Republic of Panama, will make her maiden voyage to Panama in October.

The four ships cruise at 20-knot speeds. Each has first class accommodations for 125 passengers. The Panama Agencies Co. acts as the ships' agents in the Canal.

CANAL TRANSITS - COMMERCIAL AND U.S. GOVERNMENT

	Fiscal Year 1963				
	1963			1962	Avg. No. Transits 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going -----	5,633	5,384	11,017	11,149	7,061
Small ° -----	225	205	430	473	1,236
Total commercial -----	5,858	5,589	11,447	11,622	8,297
U.S. Government vessels: °°					
Ocean-going -----	156	144	300	191	667
Small ° -----	62	77	139	190	305
Total commercial and U.S. Government -----	6,076	5,810	11,886	12,003	9,269

° Vessels under 300 net tons or 500 displacement tons.

°° Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

Pacific to Atlantic

(All cargo figures in long tons)

Commodity	Fiscal Year 1963		
	1963	1962	Average 1951-55
Ores, various -----	7,036,105	7,759,690	3,981,996
Lumber -----	3,833,465	3,617,207	3,562,206
Petroleum and products (excludes asphalt) ---	1,805,341	1,747,537	969,165
Wheat -----	778,625	1,092,285	1,858,229
Sugar -----	2,120,639	2,475,783	1,137,168
Canned food products -----	1,011,232	936,561	1,210,878
Nitrate of soda -----	697,318	884,151	1,258,138
Barley -----	438,170	1,064,406	132,480
Bananas -----	1,083,334	1,082,372	748,782
Metals, various -----	1,106,316	1,217,501	529,991
Food products in refrigeration (except fresh fruit) -----	950,048	822,423	575,190
Coffee -----	432,029	399,434	253,692
Pulpwood -----	496,270	476,367	195,494
Iron and steel manufactures -----	856,391	477,949	224,859
Fishmeal -----	1,042,261		
All others -----	5,473,345	5,763,490	3,188,329
Total -----	29,160,889	29,817,156	19,826,597

Atlantic to Pacific

Commodity	Fiscal Year 1963		
	1963	1962	Average 1951-55
Petroleum and products (excludes asphalt) ---	10,828,308	10,228,063	3,838,198
Coal and coke -----	5,172,360	6,816,646	2,514,297
Iron and steel manufactures -----	1,282,039	1,689,512	1,674,314
Phosphates -----	1,803,436	1,878,251	713,733
Sugar -----	773,746	2,105,352	525,470
Soybeans -----	1,446,018	1,195,952	425,681
Metal, scrap -----	1,699,824	3,215,000	53,593
Corn -----	1,309,817	1,104,808	88,222
Wheat -----	467,447	704,538	127,709
Paper and paper products -----	339,952	358,678	384,452
Ores, various -----	771,300	717,748	111,895
Machinery -----	421,668	403,675	281,062
Cotton -----	341,275	397,088	264,151
Chemicals, unclassified -----	564,945	638,138	182,804
Fertilizers, unclassified -----	333,607	396,324	144,211
All others -----	5,530,463	5,857,623	4,747,661
Total -----	33,086,205	37,707,396	16,077,453



Honors For Captains

Capt. A. C. Jones

WITHIN A SPACE of a dozen days, an Honorary Pilot's License, Unlimited, for all Canal waters, was presented to two sea captains who have been taking their vessels through the Panama Canal almost from the time the Canal was opened to shipping.

The captains themselves came from two different hemispheres, two different oceans.

One was Capt. Tasuke Kawai of Kobe, Japan, who is retiring after being employed by Osaka Shosen Kaisha, Ltd., since 1915. The other was Capt. A. C. Jones, Commodore of the Shaw Savill fleet, who made his 91st and final voyage through the Canal in the SS *Corinthic* His first transit was in 1919.

The August transit was Captain Jones' 56th transit in the SS *Corinthic*, which he joined in September 1951. The SS *Corinthic* is a sister ship to the SS *Gothic*, which was used by Britain's Queen Elizabeth on the latter's last trip through the Canal.

Captain Jones is an avid photographer and is the proud owner of a most extensive set of slides that show Canal improvements since such improvements began. He carried a complete Canal pictorial record with him in his cabin, neatly catalogued in boxes and files, and usually had the answer to any question pertaining to the Panama Canal, its maintenance, its improvements, and the dates when any changes were made.

Capt. Tasuke Kawai



... And It Has Gold Plated Plumbing Fixtures

THE *ALETA*, above, a sleek, trim, white beauty owned by Daniel Peterkin, Jr., of Chicago, has become a familiar sight in Canal waters—and the envy of fresh water and blue water fishermen. After being anchored in Gatun Lake for some weeks, the *Aleta* now is spending some time in the David area, trying the fishing grounds thereabouts.

Capt. Olin L. Williams of Miami, Fla., is master of the *Aleta*, and the local agent is L. K. Cofer.

The vessel is completely air conditioned, is carpeted all through the owner's quarters, has telephones throughout, and has music piped all through the yacht. The *Aleta's* stereo plays no matter what the weather.

Guests are quartered in four staterooms, each stateroom with large closet space. Italian marble and gold plated plumbing fixtures are features in the bathrooms.

On the aft deck is an electric organ, and in a couple of big freezers is a stock of \$4 per pound sirloin strip steaks.

The *Aleta* carries all sorts of electronic gadgets, and ship captains who have visited the yacht have stated that many big ships are not so well equipped

electronically as is this one. The vessel has power steering, and has two diesel generators besides the main engines; two hot water heaters, one electric and one diesel fuel; and two pressure systems for hot and for cold water.

Four boats are carried "on top" for fishing, one a 20-foot inboard launch and three Boston Whaler skiffs.

TRANSITS BY OCEAN-GOING VESSELS IN JULY

	1963	1962
Commercial.....	944	978
U.S. Government.....	25	28
Free.....	7	7
Total.....	976	1,013

TOLLS *

Commercial....	\$4,902,286	\$4,981,987
U.S. Government	137,827	168,056
Total....	\$5,040,113	\$5,150,043

CARGO**

Commercial....	5,924,862	5,495,623
U.S. Government	172,764	175,507
Free.....	36,970	35,016
Total....	6,134,596	5,706,146

*Includes tolls on all vessels, ocean-going and small.
**Cargo figures are in long tons.

From the inside looking out, on the *Aleta*, one sees the white electric organ on the aft deck.



UNIVERSITY OF FLORIDA



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LATIN AMERICA

